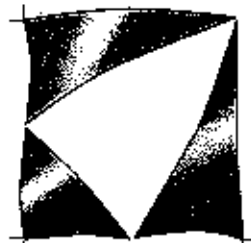


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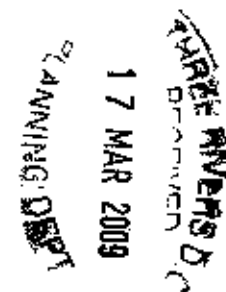
DESIGN AND ACCESS STATEMENT

Proposed new development at 331 Uxbridge Road, Rickmansworth, Hertfordshire
WD3 8DS



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1. INTRODUCTION

The application is for a revised development previously permitted under approved applications, 06/1632/FUL, subsequently revised under application 07/1596/FUL.

Application 06/1632/FUL was for ten, two bedroom apartments, but with the retention of the existing building which fronts Uxbridge Road which is of some local interest.

Application 07/1596/FUL was for the same development but with the intention of replacing the front building with a building matching the existing in detail, to preserve the character of the front building.

This application is for the redevelopment of the site, which seeks to replace the front building as per application 07/1596/FUL, but to replace the lateral wing which was attached to the east end to the rear of the existing front building running front to back with a new separate free standing building containing four, three bedroomed townhouses. The new townhouse building will run parallel to the front building but be set back to a line 8m from the top of the river bank. Thereby forming a courtyard between the front and rear buildings.

This application proposes to reduce the nett gain of units from 9 (9 +1 existing) to 7 (7 +1 existing) resulting in a reduction in the total number of units from 10 to 8. The development proposes thereby a mix of three and two bedroom units, which is deemed to be economically more appropriate in the current financial climate. In addition there are other design benefits which will be discussed in the body of this report under various sub sections where applicable.

The site is 0.066ha

The footprint of the existing ground floor and attached and detached structures (existing GCA) measures: 487 m² (5,240.12 ft²). 73% of the site

The combined new footprint of the development (proposed GCA) will be: 161m² (1,732 ft²) 24%

Decrease in Ground Cover Area - 326 m² (3,508 ft²) 67%

The existing site is fully covered with either buildings or non-permeable hard standing.

The site is within the Flood Plain.

The site is not within a conservation area.

The site is not within the Green belt.

There are no trees with attached preservation orders.

It is not a listed building.

The site is within the built environment.

The site is within the ward of Maple Cross and Mill End.

There is an existing shared narrow vehicle and pedestrian access to the site from Uxbridge Road.

2 DESIGN

2.1 Site Assessment

The site is located at 331 Uxbridge Road, Rickmansworth, WD3 8DS

2.1.1 Physical Context

The site is located to the South of Uxbridge Road (A412) a busy two way road linking Rickmansworth and Uxbridge.

To the west is a large street fronting three story listed building and to the east there is a private access to the property to the rear on the opposite bank of the river. To the South is the river Colne and greenbelt wetland beyond.

The existing structures on the site are made up of warehousing and offices, with an existing associated apartment. Fronting and immediately on Uxbridge Road is a 1930's built structure, constructed in a half timbered vernacular. It is of some local interest only in so far as it appears to be of historic significance, however it is not of any historical importance. It is appreciated that the building in its current form is part of the built heritage along Uxbridge Road.

Along the east boundary is a tall warehouse which runs the full depth of the site up to the top of the river bank. Front to back along the west are an assortment of buildings of various height.

To the rear and abutting the site is a two storey office building for which planning permission was granted to convert it into a residential property.

The existing buildings were previously used as offices and warehouse for a business supplying nuts and bolts.

2.1.2 Social Context

There are commercial establishments along Uxbridge Road, however in the immediate vicinity the usage is residential.

The site is on a bus route with links to both Denham railway station and Rickmansworth railway station. The route also serves Rickmansworth shopping center.

There have been failed attempts at getting the front building listed which have been unsuccessful. The focal interest in the style of the front building is noted and as per application 07/1596/FULL it will be rebuilt in the current style, with a finishes which replicates the existing building.

2.1.3 Existing Planting and landscaping

There is no existing planting of any nature on the site

2.1.4 Existing Views into and out of the site

There are views over the greenbelt and wetlands to the rear.

2.1.5 Flood Plain and associated Risk

The site is within the Flood Plain of the River Colne. A flood risk assessment is submitted with the application.

2.2 Building Design

2.2.1 Layout

The existing building along Uxbridge Road will be reconstructed in materials that match the existing structure as per the approved proposal under 07/1596/FULL. The building will now be free standing as it was originally and will provide at ground level undercroft designated parking bays with four two bedroom apartments above arranged over two floors.

A new free standing building to the rear will be constructed, parallel to the front building set back from the river bank by 8 meters and forming a paved courtyard between the new and replaced building to the front.

The rear building will be a terrace of four three bedroomed town houses. The end two town houses will have ground floor living accommodation with bedrooms on the first floor and an bedroom in the attic. The middle two townhouses will have garage and utility space on the ground floor, with living space on the first floor and bedrooms on the second floor and a bedroom in the attic.

Between the townhouses and the river will be a planted zone, landscaped with indigenous plants

2.2.2 Materials, Massing and Scale

The front building will be replace in materials which give an appearance of being of the age of the current building. This is blackened half timbering on a white painted back ground. The windows to the front building will be in black painted softwood.

The new rear of the building will be clad in natural treated Cedar

The existing tall double potted face brick chimney on the west facade will be retained.

The roof finish will be in dark grey slate and the new dormers will be hung with vertical slates.

The existing massing and scale will be retained, with an appreciable improvement being that the building will be reinstated as a free standing building.

The building to the rear has been designed to lower the ends and concentrate the massing centrally, where it is best hidden from the road. All rear windows to the front building will be in white opaque glass to private areas and clear glazed to the stairwells.

The building will be in white painted stucco, with the central elevated finish in natural treat cedar. The windows will be in dark hardwood.

The roof will be in dark grey slate, with white fascia and black rainwater goods.

Roof windows to both buildings will be in non reflective glass and finished flush with the roof plain.

2.2.3 Private amenity space and overlooking

The town houses will benefit from private gardens.

The town houses overlook the wooded wetlands to the rear.

The front building overlooks the streetscape.

2.2.4 Orientation and Dual aspect

The town houses have dual aspect.

Both buildings are orientated along an east west axis. The twin houses will benefit from south-light.

2.2.5 Compliance with building regulations

The scheme will be fully compliant with all Approved Documents of the Building Regulations.

2.2.6 Landscaping

The existing site is entirely hard landscaped with either buildings or paved surfaces. This proposal seeks to introduce some planting to the margin between the terrace of town houses and the river. This area will be planted with indigenous plants and the an obligation on owners and tenants not to introduce alien species.

The existing southern and west boundary wall will be retained and enhanced to support natural flora and fauna.

2.2.7 Noise and Air Pollution Mitigation

Traffic noise to the front building will be acoustically attenuated by way of acoustic measures to the wall, floor, roof and fenestration.

2.3 Planning Policies

- | | |
|---------|--|
| GEN1, | The development is seen to be sustainable under the checklist in appendix 1 |
| GEN 1a, | The development is within the Urban Environment and on a bus route. |
| GEN2, | It is not considered to be a Major development and proposes a reduction in the number of apartments from 10 to 8 |
| GEN3, | It proposed a more viable means of access the did any of the previously approved applications. |
| | The total number of allocated parking spaces is below the standards set out in the appendix, however this could be mitigated by the provision of additional bicycle storage and cognisance taken of the bus route which passes the site. |
| GEN5, | The site carries existing structures |
| GEN5a, | The nature of the likely hood of contamination is not known, a full investigation will be carried out once the site has been cleared. |

GEN8,	Section 106 agreements have been agreed for both previous applications.
N1,	The proposed scheme does not pose a risk of adverse impacts on the natural environment. Bat roosts will be incorporated in the detail design of the south facing facades.
N4,	The levels of run off from those of existing site will be reduced by means of permeable paving and new planting.
N5,	A flood risk assessment is submitted with this application.
N14,	Measures to acoustically attenuate the the apartments to the street facing building will be included in the design.
T7,	Previously applications satisfied this policy, this application is an improvement on those measures previously approved.
T8.	The proposal includes a reduced level of parking. The site is on a bus route and bicycle storage is to be provided on site.
L10,	It is proposed to make use of the garden space attached to the townhouses for that space to be used as amenity space for the associated unit
H1,	The development recycles a previously developed site.

2.4 Involvement

No pre-application advice from Three Rivers District Council was sought for this application.

Flood Risk Consultants have been appointed to prepare a Flood Risk analysis for this site, which will be forwarded within 14 days of the application.

3 ACCESS

3.1 Vehicular

The site has an established vehicular access from Uxbridge Road, The existing access is to be widened and made more central to the Road frontage of the development.

3.2 Disabled

The site is level.

The staircases to the apartments will be design for use by visually impaired individuals

Town houses 3 and 6 will have ground floor cloak rooms.

Entrances to the townhouses will have level thresholds.

4. APPENDIX

4.1 Photographs of the site.



4.1.1 View along Uxbridge Road looking west



4.1.2 View of the site from the North East



4.1.3 Rear of the front building



4.1.4 Existing building on the river bank

4.2 **Rendered Images of the development.**



4.2.1 Front elevation



4.2.2 View from the North West



4.2.3 Elevated view from the North East



4.2.4 View of the courtyard